

NEUTRAL LEAGUE URGED TO CURB SEA OUTLAWRY

United States Should Take
Lead, Putnam Says in
Letter to Wilson.

MANY DENOUNCE
SINKING OF LINER

Prominent Men Indignant, but
Careful Not to Embarrass
the President.

Various men of international reputation characterized the sinking of the Lusitania yesterday as a flagrant violation of the rights of the United States and all other countries with citizens on board the ill-fated vessel.

Perhaps the most vigorous denunciation of the German government came from George Haven Putnam, who declared that Germany sought to kill as many passengers of the Lusitania as possible, and suggested a league of neutral states under the leadership of the United States. He addressed an open letter on this subject yesterday to President Wilson.

The league, Mr. Putnam said, should be organized to "call to strict account the nation which through repeated criminal actions has placed itself outside the pale of civilization."

He said that the power to capture does not and can not carry with it the right to kill. His letter said, in part:

"The loyal citizens of the United States are in this world's crisis, looking to the President to take the prompt and decisive measures required to maintain the honor and dignity of our country. They want to feel assured that the United States is simply the obligate that belong to it as the greatest of the neutral nations."

"Murder, Despite Warning."

"Mr. Ridder reminds us this morning, in the 'Times' 'Editorial,' that due notice was given of the risk to be incurred, under present war conditions, by passengers on the North Atlantic. The fact that the German Ambassador, possessing full knowledge of the barbarous policy of his government, saw fit to caution American travellers, does not lessen the responsibility for the murder of those travellers."

"Jack the Ripper has given notice that he purposes continuing his slaughter of the innocents, but this motive will hardly avail to save him from the usual penalty for murder."

"The murderous intent of the assailants of the Lusitania is indicated by the fact that, instead of simply disabling the vessel, which would have given opportunity for saving the passengers, she was struck in four places, so that she sank in a few minutes."

"The thoroughness of the German discipline warrants the conclusion that not only the attack itself, but the method pursued, was in accord with specific instructions from the Kaiser."

"The people should have an opportunity of expressing themselves through their representatives in Congress, and suggestions for similar action on the part of the other neutral nations should be given at once through our representatives in Stockholm, Copenhagen and The Hague."

Neutral Rights Violated.

The torpedoing was vehemently condemned by Elbert C. Stowell, professor of international law at Columbia University and associate of John Bassett Moore. Professor Stowell is one of the country's leading authorities on international law, and has attained distinction by his writings on the subject. He said:

"Inasmuch as the Lusitania was pursuing her peaceful course toward Liverpool, without attacking the submarine or otherwise taking the offensive, and was sunk without warning by the German vessel it was clearly a flagrant violation of the rights of all neutral passengers on board. It is a situation which makes it incumbent on the government to take appropriate action to secure redress and to prevent the recurrence of similar violations of neutrality."

"Even if all lives had been saved, I do not see in that case where international law and right have been served. The Lusitania was put into jeopardy by the presence of this submarine. This was unlawful jeopardy. The very putting into jeopardy of the lives of neutrals on board is a most high handed interference with their rights as citizens of neutral countries."

"It makes no difference whether the sinking occurred within the so-called war zone or in any other part of the high seas. The fact remains that the country whose instrument of naval warfare attacked a ship on board of which were neutral passengers should be asked for immediate redress and compensation that there will be no recurrence of similar violations."

The following statement was made by Oswald Garrison Villard, publisher of 'The New York Evening Post,' last night:

"I most emphatically do not believe any nation is justified in attacking a ship carrying passengers of neutral countries and sinking that ship without previous warning and without providing facilities for permitting the passengers to leave in safety. Such action seems to me clearly contrary to the laws of war, and one not to be justified on any ground, least of all because a warning was given in advance that the ship was in danger. It appears from the news at this late hour that it was an incredibly dastardly and brutal act, contrary to every dictate of humanity."

tania was not a glorious feat, but a shameful and dastardly act.

Condemns Conspiracies Here.

Maurice Leon, an authority on international law, in speaking of the attitude of Germany toward the neutrality of the United States, condemned the German system of espionage and rebuked the conspiracies heretofore perpetrated on American soil.

"If Congress should be reconvened to consider the foreign situation," he said, "and deal with it according to the prerogatives belonging to the legislative branch of the government, its first step should be to put upon the statute books such laws as will enable the United States to take effective action against American citizens against the United States."

Criticizes Bernstorff.

"The attitude of such persons in our midst," Count Bernstorff, his attaché, Major von Pappen, Dr. Dernburg and other subjects and servants to the German Emperor can be understood. As between this country and Germany, they are for Germany. But what shall be said of the reported utterances of Charles Nagel, not only a citizen of the United States but one who occupied a Cabinet position under the preceding administration; of Victor F. Ridder, treasurer of the 'Staats-Zeitung,' and other so-called German-Americans, justifying the killing in cold blood of more than one hundred peaceful Americans? In the United States of America the people are sovereign."

"Yesterday afternoon the sovereign American people consisted of 189 passengers on board the Lusitania and about 100,000 others elsewhere entitled to the same rights which those on the Lusitania were exercising. Those who have taken sworn allegiance to the United States of America and now attack those rights and seek to deprive every American citizen of that which is his birthright are engaged in reasonable activities against their sovereign, the American people."

"In the meanwhile it is not too soon for the executive branch of the Federal government, under authority expressly conferred by Congress, to break up the system of espionage and other conspiracies against our neutrality which Germany is maintaining on our territory and which may at any time be used for purposes of sabotage against our military establishment, as it has heretofore been used to burn or blow up factories and ships and also to attempt the destruction of an international bridge."

Mr. Strauss refused to discuss the issue of the sinking of the Lusitania raised between the United States and Germany. His remarks, however, left no doubt that he considered the international situation very grave.

"The incident," he said, "puts a tremendous strain on our neutrality. Farther than that I can say nothing at this time."

Paul Fuller, a specialist in international law, who was sent by Secretary Bryan to Chihuahua as a special agent of the United States to promote peace between Villa and Carranza, said that the sinking of the Lusitania is a complete justification for war. For a precedent he referred to the case of the 'Maine' in 1898, when all nations united to suppress a century ago.

Could Seize Interned Ships.

In speaking of the official warning issued by the German Embassy the day the Lusitania sailed, he said it in no manner lessened the justification of the United States for war. "It aggravates the offence immeasurably," he said, "because it shows a studied deliberation to resort to terrorism officially proclaimed by the German Empire, and cuts off a possibility of repudiating the action of the submarine commanders."

The form of redress is a subject for the most deliberate consideration for the next few weeks, according to Mr. Fuller.

"Shall the United States confiscate the numerous vessels of German nationality now interned in our harbors?" he queried. "If that redress is not sufficient, shall the German ships be manned and sent out to counteract the work of the German submarines?"

Remembering the work of the American battleships?

"But we must determine our acts with the most careful deliberation," he continued. "It is a mistake to charge Washington with neglect and incompetence. When the time comes Washington will not."

Criminals Blamed British.

John D. Crimmins, who has crossed the Atlantic many times in the largest steamships of various lines, speaking of the Lusitania disaster, said yesterday:

"It is a most deplorable disaster—this deliberate destruction of human life and of a splendid vessel. It never should have happened, and the British Admiralty is to blame for it. There is no question about it. It was their duty to protect the passengers being carried by this ship, flying the British flag. Neither are the ship's officers free from blame, it seems to me."

"If we were to find that the water rough there might have been some excuse for not spotting the submarine, but what excuse can there be under the conditions reported of clear weather, bright daylight and smooth water, if a proper lookout was kept from aloft and the bridge? Too much dependence was placed on the speed of the ship and its ability to escape for that reason. In other words, the captain and the owners of the Lusitania, knowing of the raids by submarines, assumed a risk that, to say the least, was injudicious."

"During my fishing trips in Florida every year the fishermen have frequently told me that they can detect the approach of a big fish two or three miles away in smooth water by the ripples in the water, and it seems to me that a submarine should be as easy to locate as a fish."

"Regarding the passengers themselves," continued Mr. Crimmins, "every one regrets the great loss of life, and we all extend our heartfelt sympathy to the bereaved ones, but it must be admitted that they assumed what, in some cases at least, must have been a needless risk after the extra warning they received just before sailing."

Henry J. Duveen, of the art firm of Duveen Brothers, a constant traveller between this city, London and Paris, said:

"It was murder, nothing more nor less, and should be dealt with accordingly. I was to have made my regular trip across in the Lusitania in June, but I shall not go at all until the war is over."

"Frank Partridge told me before he sailed in the ship that he would put on a life preserver as soon as the ship entered the war zone, and he said, 'I stay on deck until she got to Liverpool. That is what he evidently did, for he was saved.'"

James P. Silo, of 1 West Forty-fifth Street, who is well known in the art world both here and abroad, said:

"It was a crime, and the worst of it is that it might have been avoided. If Captain Turner realized the extra hazard of this passage, he should have been a simple and most likely a judicious move to have shaped his course so as to cut out the Irish Channel. He could have taken his ship around to Liverpool by way of the Azores. I think the British Admiralty was derelict in its duty in not having a good and sufficient convoy for the Lusitania the minute she entered the war zone."

OPINION DIVIDED IN NEWSPAPERS WEST AND SOUTH

All, However, Unite in
Condemning Savagery
of German Methods.

MANY CONSIDER
POSSIBILITY OF WAR

'The Louisville Courier-Journal'
Points Out We Have Means
of Reprisal.

Comment by leading papers in America varies widely as to the immediate duty of the Administration. "The Chicago Tribune" says:

"To the slaughter of the innocents in Belgium and in Poland has been added the slaughter of the innocents of the Lusitania."

"This last massacre violates all previous law of the seas. It accords with the law of the seas recently promulgated by the German government and announced by it in American newspapers."

"Yesterday afternoon the sovereign American people consisted of 189 passengers on board the Lusitania and about 100,000 others elsewhere entitled to the same rights which those on the Lusitania were exercising. Those who have taken sworn allegiance to the United States of America and now attack those rights and seek to deprive every American citizen of that which is his birthright are engaged in reasonable activities against their sovereign, the American people."

"In the meanwhile it is not too soon for the executive branch of the Federal government, under authority expressly conferred by Congress, to break up the system of espionage and other conspiracies against our neutrality which Germany is maintaining on our territory and which may at any time be used for purposes of sabotage against our military establishment, as it has heretofore been used to burn or blow up factories and ships and also to attempt the destruction of an international bridge."

Mr. Strauss refused to discuss the issue of the sinking of the Lusitania raised between the United States and Germany. His remarks, however, left no doubt that he considered the international situation very grave.

"The incident," he said, "puts a tremendous strain on our neutrality. Farther than that I can say nothing at this time."

Paul Fuller, a specialist in international law, who was sent by Secretary Bryan to Chihuahua as a special agent of the United States to promote peace between Villa and Carranza, said that the sinking of the Lusitania is a complete justification for war. For a precedent he referred to the case of the 'Maine' in 1898, when all nations united to suppress a century ago.

Could Seize Interned Ships.

In speaking of the official warning issued by the German Embassy the day the Lusitania sailed, he said it in no manner lessened the justification of the United States for war. "It aggravates the offence immeasurably," he said, "because it shows a studied deliberation to resort to terrorism officially proclaimed by the German Empire, and cuts off a possibility of repudiating the action of the submarine commanders."

The form of redress is a subject for the most deliberate consideration for the next few weeks, according to Mr. Fuller.

"Shall the United States confiscate the numerous vessels of German nationality now interned in our harbors?" he queried. "If that redress is not sufficient, shall the German ships be manned and sent out to counteract the work of the German submarines?"

Remembering the work of the American battleships?

"But we must determine our acts with the most careful deliberation," he continued. "It is a mistake to charge Washington with neglect and incompetence. When the time comes Washington will not."

Criminals Blamed British.

John D. Crimmins, who has crossed the Atlantic many times in the largest steamships of various lines, speaking of the Lusitania disaster, said yesterday:

"It is a most deplorable disaster—this deliberate destruction of human life and of a splendid vessel. It never should have happened, and the British Admiralty is to blame for it. There is no question about it. It was their duty to protect the passengers being carried by this ship, flying the British flag. Neither are the ship's officers free from blame, it seems to me."

"If we were to find that the water rough there might have been some excuse for not spotting the submarine, but what excuse can there be under the conditions reported of clear weather, bright daylight and smooth water, if a proper lookout was kept from aloft and the bridge? Too much dependence was placed on the speed of the ship and its ability to escape for that reason. In other words, the captain and the owners of the Lusitania, knowing of the raids by submarines, assumed a risk that, to say the least, was injudicious."

"During my fishing trips in Florida every year the fishermen have frequently told me that they can detect the approach of a big fish two or three miles away in smooth water by the ripples in the water, and it seems to me that a submarine should be as easy to locate as a fish."

"Regarding the passengers themselves," continued Mr. Crimmins, "every one regrets the great loss of life, and we all extend our heartfelt sympathy to the bereaved ones, but it must be admitted that they assumed what, in some cases at least, must have been a needless risk after the extra warning they received just before sailing."

Henry J. Duveen, of the art firm of Duveen Brothers, a constant traveller between this city, London and Paris, said:

"It was murder, nothing more nor less, and should be dealt with accordingly. I was to have made my regular trip across in the Lusitania in June, but I shall not go at all until the war is over."

"Frank Partridge told me before he sailed in the ship that he would put on a life preserver as soon as the ship entered the war zone, and he said, 'I stay on deck until she got to Liverpool. That is what he evidently did, for he was saved.'"

James P. Silo, of 1 West Forty-fifth Street, who is well known in the art world both here and abroad, said:

"It was a crime, and the worst of it is that it might have been avoided. If Captain Turner realized the extra hazard of this passage, he should have been a simple and most likely a judicious move to have shaped his course so as to cut out the Irish Channel. He could have taken his ship around to Liverpool by way of the Azores. I think the British Admiralty was derelict in its duty in not having a good and sufficient convoy for the Lusitania the minute she entered the war zone."

in the way that historic dispassionate opinion will approve."

"The Atlanta Constitution" says: "Shocked as we are in common with the rest of the world, now more than ever, our country should keep cool and be guided by judgment rather than by emotion. We may admit everything that is involved in the connection with that may be charged in connection with this horrible disaster, in which there is involved the added guilt of premeditation. We may condemn the wanton disregard of the lives of neutrals, not to speak of those of non-combatants. We may protest against Germany's ignoring our warning that for loss of American life in her submarine operations she would be held to strict accountability. And, after all is said, we must still go slow, except as to making clear our protest and the fact that reparation will be demanded."

"Germany is making war, seriously, intensely. She gave the world due warning of her purpose to make under-sea attack on English commerce. More than that, prior to the sailing of the Lusitania, due warning was given of the attempt that would be made. But all that does not excuse the brutality of the Lusitania's horror. We should give Germany to understand beyond all question that we will demand a reckoning and enforce that demand."

"But that does not necessarily mean war. The people of this country do not want a war; they have no desire to become embroiled in this European upheaval, and conservative Americans will congratulate themselves that there is at the head of the government a man who has demonstrated his capability in dealing coolly, calmly and dispassionately with each individual incident that has brought us into contact with the quarrel across the Atlantic."

"As long as there is an honorable way for the United States to avoid hostilities, not alone with Germany, but with any of the warring nations, it is the course for us to pursue. In no single incident have we suffered any loss of our national honor; nor is there any reason to believe that, in abstaining from hysterical haste, we will do so in this instance."

"A mere formal protest in words, an exchange of notes between the State Department and the German Embassy, between Ambassador Gerard and the Wilhelmstrasse amounts to nothing but a puff of wind; it is tantamount to our acquiescence in Germany's new law of the seas. Let us not for one instant deceive ourselves as to that. The alternative to words—action—is fraught with consequences of incalculable horror."

"In the Lusitania's last manifest, on file at the New York Customs law, appears the item, 2,470 cases of ammunition, valued at \$200,000. There was about half a million dollars' worth of other contraband of war. On these facts undoubtedly Germany will make such defence as it makes. We do not propose to weigh the value (if any) of the defence as compared with the evil of the deed. This is a function which belongs to our official government, under the leadership of President Wilson, and which, in a crisis as grave as this one, should belong exclusively to our official government."

"It is not for any good American now to cloud its counsels with unsought advice or to attempt to pervert its decisions. We can only stand and wait, united in our determination to enforce the will of our government, whatever that may be."

"Our country! In her intercourse with foreign nations may she always be in the right; but our country, right or wrong."

Under the caption, "The Heart of Christ—The Sword of the Lord and the Gideon," "The Louisville Courier-Journal" says:

"That which 'The Courier-Journal' has feared—which it has seen for weeks forecasting as likely to happen—has come to pass. A great ocean liner has, without chance of escape or time for prayer, been ruthlessly sent to the bottom of the deep, and some thousand, or more, gone to their death, drowned and mangled by the murderous onset of a German submarine. Truly, the nation of the black hand and the bloody heart has got in its work. It has got in its work not upon armed antagonists in far distant battle front, but upon the unoffending and the helpless, sailing what has always been and should ever remain to the peaceful and the peace loving, God's free and open sea."

"The Courier-Journal" will not get the length of saying that the President should convene Congress and advise it to declare against these barbarians a state of war. This may yet become necessary. While a civil war is not possible—Germany having no fleet we can wipe off the briny deep our army near enough to be met face to face and exterminated—yet are we wholly without means of reprisal for the murder of our citizens and the destruction of their property. There are many German ships—at least two German men-of-war—in the aggregate worth many millions of dollars, within our reach to make our losses repaid by Germany—good, and their owners—robbed by Germany—whole again."

"We must not act either in haste or passion. This catastrophe is too horrible—the flashlight it throws upon methods and purposes of Germany is too appalling—to leave us in any doubt what awaits as the bloody and brutal work goes on. Civilization should abide by its neutrality. It should rise in one mighty, godlike force, and as far as its moral influence and physical appliances can be made to prevail, forbid the riot of hate and incense, that has, like a madman, is running amuck among the innocent and the unprotected."

"The sinking of the Lusitania shows that Germany intends to outdo the barbarians and to become the outlaw of nations. War is horrible enough, cruel enough, savage enough, when carried on in accordance with civilized rules. But, without rules, without a sense of humanity, without a respect for the feelings and opinions of the enlightened peoples of the earth, with a negation of the teachings of religion and morality and law, war may be made like hell incarnate. It looms as though this is Germany's conception of war."

"Germany can go on in the future as in the past. Why show any heart at all? Why feel any pity? Why suffer any form of life to stand in the path of conquest? It is yet possible for Germany to infect the water supply of whole cities with typhoid and diphtheria germs."

"The Portland Oregonian" says: "It is clear enough that the Lusitania was actually in service as a passenger and freight vessel, whether she was armed or not. The question of her technical status does not alter the facts. Her American passengers embarked upon her for the purpose of transportation to England, and for no other purpose, and her position before the world undoubtedly was that she was a merchantman engaged in commerce, and not in war."

"It is a time for calmness and caution. It is a solemn fact that the United States is confronted with a perilous situation, which passion will aggravate and haste and rashness will make desperate. Whatever it is to be done must be done with coolness and patriotic determination, with consciousness of our national duty."

"The melting plot has got now to prove that it has fused a nation. It is up to this nation to stand by its President, by its national leaders, with the same unity and kindly government commands from its people."

"Individuals not in official place cannot know all the facts. They are not in a position to form a completely intelligent or informed judgment. The same unity and kindly government commands from its people."

"One and a quarter yard long Veils, of silk chiffon, in navy, green, white, black, brown, tan, light blue or pink."

DENY GERMANY CAN STARVE ENGLAND

Diplomats Say Lusitania's
Destruction Has Not
Altered Situation.

(From The Tribune Bureau.)

Washington, May 8.—That the destruction of the Lusitania by German submarines has not demonstrated in the slightest degree the ability of Germany to starve England was the opinion of British diplomats in Washington to-day. Much interest was aroused here by the statement of Simon Lake, inventor of the first submarine, that this had shown that any nation using submarines could prevent the ships of an enemy nation from crossing the oceans.

"It must be borne in mind," a man close to the British Embassy declared, "that so far the greatest efforts of the German submarines have been able to reach only a very small percentage of the number of ships plying to British ports. Of course, if it should develop that the Germans were able to torpedo every ship, or nearly every ship, which attempted to make a British port, the situation would indeed be serious, for it is self-evident that Britain is not self-supporting, and her people would soon be starving if food could not be brought in from America or other sources. That the Germans will prevent food, or, for that matter, anything else on American ships, or those of any other neutral nation from reaching England, has been pretty clearly evidenced by the Gulfight, the Frye and other incidents."

"Even allowing that there is a possibility that a blockade nearly approaching efficiency could be established by the German submarines, there are a number of methods of supplying Britain with food. For instance, a narrow lane in the English Channel leading between France and England could be established, which could be so closely protected by mines and entanglements of various sorts, which could be stretched between floats, and by destroyers on the lookout for periscopes, that the lane itself would be absolutely safe."

"It was in that way, it will be recalled, that the British troops were taken to the Continent, and not a single troop-ship fell a victim to the Germans. Of course, France has not very much more food than she requires for her own needs, but it would be a simple matter to import food from North and South America and Australia into France, if not directly, then by way of Spain or Italy."

"I do not think the government of Great Britain will resort to any such means as this safety lane for the purpose of getting food into England. It will not, in my opinion, be necessary. It is much simpler to import the food direct to British ports, and that will continue, it is found, despite the efforts of German submarines to discourage it. It is one thing to frighten passengers travelling for pleasure. It is quite another thing to stop carrying cargoes for profit, as long as war risk insurance can be obtained, and the British government is still writing it, on British owned vessels, and the United States government on American owned boats."

"We have all been rather surprised at the tremendous outburst on the part of the American people on the destruction of the Lusitania. Not that we underestimate its horror—the cold-blooded murder of more than 1,200 non-combatants, among them women and children, can scarcely be exaggerated, but it is not anything like as horrible as have been repeated actions of Germany on the Continent. The destruction of undefended cities, the killing and maiming of non-combatants, through which there could not possibly be the element of benefit to Germany which accrues from the destruction of a British ship worth \$2,000,000, seems to us much more shocking than the Lusitania case. They were much further removed from the actual making of war. They seemed to be mere wanton and brutal murders, not to mention such things as the maiming and torturing of non-combatants for their own sake."

Franklin Simon & Co.

Fifth Avenue, 37th and 38th Sts.

Special Sales Monday

Taffeta Silk Boudoir Gowns

For Women and Misses.

Fitted model, of chiffon taffeta silk, in pink, rose, Copen, light blue or orchid; three scalloped taffeta ruffles with picot edge at bottom; neck and sleeves trimmed with taffeta tulle.

Special 9.75

Misses' English Garden Smock.

For Boating, Tennis or Garden Wear.

An Entirely New Fashion

A new seven-eighth length French Artist Smock of Union or French linen in rose, delft, light blue, tan or white; hand smocked front, back and sleeves, with white artist collar; 32 to 38 bust measure.

4.75 and 6.75

A New Sport Glove

of "Washable Doette."

SIX-BUTTON LENGTH SLIP-ON GLOVE.

Women's and misses' washable Doette gloves in white or putty color, with slide buckle, strap and clasp at wrist.

Special .90

"Parfait" Glove Silk Vests

For Women and Misses.

Of pure glove silk, in pink or white, crochet top, reinforced (wear guaranteed).

Special 1.15

Gauze-Lisle Combinations

For Women and Misses.

Of gauze lisle thread, crochet front, lace or tight knee.

Special .95

"Parfait" Silk Hosiery

Plain and Paris Clog Hose

For Women and Misses.

Black, white and all colors to match shoes and gowns; garter top.

Special .85 3 pair for \$2.50.

Women's Summer Brassieres

Of all-over lace or Eyelet Embroidery.

One model of all-over needle lace, with ribbon drawn through top and shoulder straps; the other model of English eyelet embroidery.

1.00 Regular Price \$2.00.

Milanese Silk Sweater Coats

For Women and Misses.

In wistaria, rose, Copenhagen, pink, white, black or yellow, sailor collar and tie, two pockets, can be buttoned to neck. With belt.

Special 18.50

Satin Bathing Dresses

Braid Bound Models—For Women and Misses.

In black or navy blue satin with circular or pleated skirts.

Special 7.50

Chiffon Auto Veils

With Picot Edge—For Women and Misses.

One and a quarter yard long Veils, of silk chiffon, in navy, green, white, black, brown, tan, light blue or pink.

Special .95

"But I do not think there is the slightest possibility of Germany being able to check shipments of food into England in sufficient quantity to affect materially the situation."

"Even allowing that there is a possibility that a blockade nearly approaching efficiency could be established by the German submarines, there are a number of methods of supplying Britain with food. For instance, a narrow lane in the English Channel